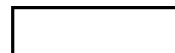


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October 1964



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CENTRAL INTELLIGENCE AGENCY
PHOTOGRAPHIC INTELLIGENCE REPORT

ULAN-UDE AIRFRAME PLANT NO 99

ULAN-UDE, USSR



DECLASS REVIEW by NIMA/DOD



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ULAN-UDE AIRFRAME PLANT NO 99

ULAN-UDE, USSR

INTRODUCTION

Ulan-Ude Airframe Plant No 99 [] [] Ulan-Ude Aircraft Assembly Plant 99) is located at 51-51-21N 107-44-17E, approximately 5.5 nautical miles east-northeast of the center of Ulan-Ude, USSR (Figure 1). The plant is served by roads, spurs from the Trans-Siberian Railroad, and the adjacent Ulan-Ude Airfield East []

The airframe plant was first observed on photography from [] and contained at that time approximately 923,985 square feet of floorspace. A comparison of this photography with that from [] reveals additions

totaling approximately 379,850 square feet (Figures 2 and 3). The floorspace of the plant is now approximately 1,303,835 square feet.

The additions include a workshop/machine shop (item 15, Figure 3), a checkout and final assembly hangar (item 17), a workshop (item 13), and a small shop building. The construction of the workshop/machine shop was in progress in [] and was complete by [] [] The workshop was built at the same time, except for an extension which was added between [] The construction of the checkout and final assembly hangar had begun by [] and was

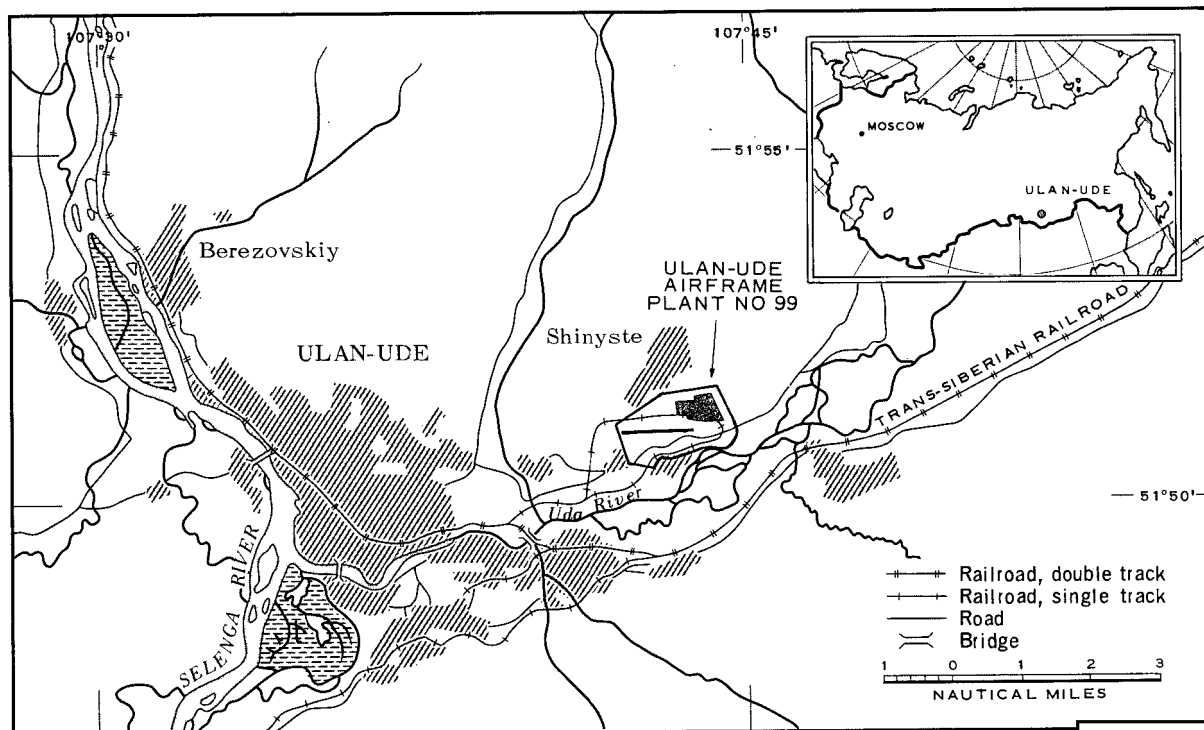


FIGURE 1. LOCATION MAP.

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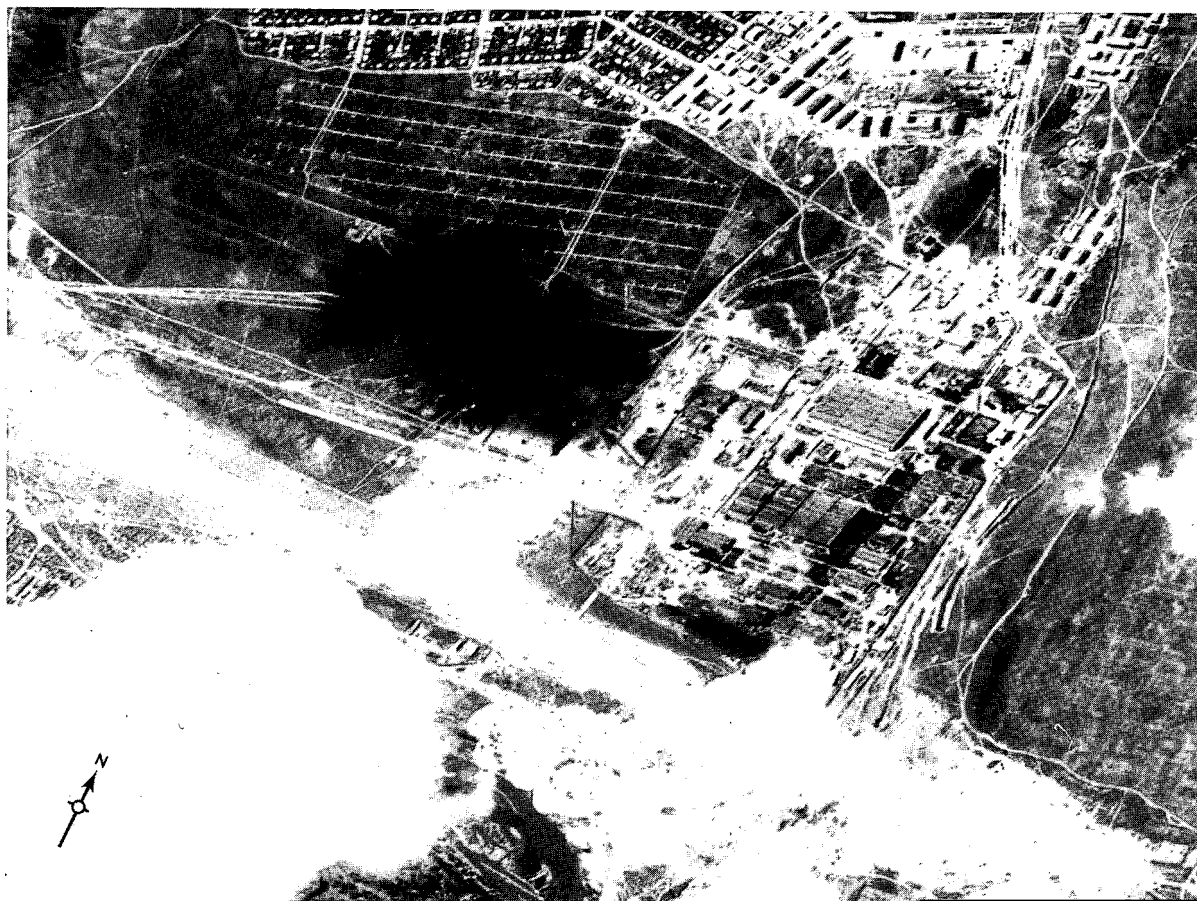


FIGURE 2. ULAN-UDE AIRFRAME PLANT NO 99 AND ULAN-UDE AIRFIELD EAST, [REDACTED]

complete by [REDACTED]. An area of unidentified activity (item 18) is evident northeast of the checkout and final assembly hangar.

Ulan-Ude Airfield East, which serves the plant as a flyaway field, has a serviceable east-northeast/west-southwest concrete runway measuring approximately 4,685 by 210 feet. The runway, which is connected to the plant area by taxiways, is being extended to the east. The first definite evidence of this extension was observed on photography of [REDACTED] al-

though considerable scarring was present in this area as early as [REDACTED]. The extension will block the rail spur which enters the plant at the southeast corner; this probably accounts for the construction of a second rail spur, entering the west side of the plant, which was first observed under construction in [REDACTED] and was complete by [REDACTED].

Three probable and nine possible MAN-DRAKE were observed at the airfield in [REDACTED]

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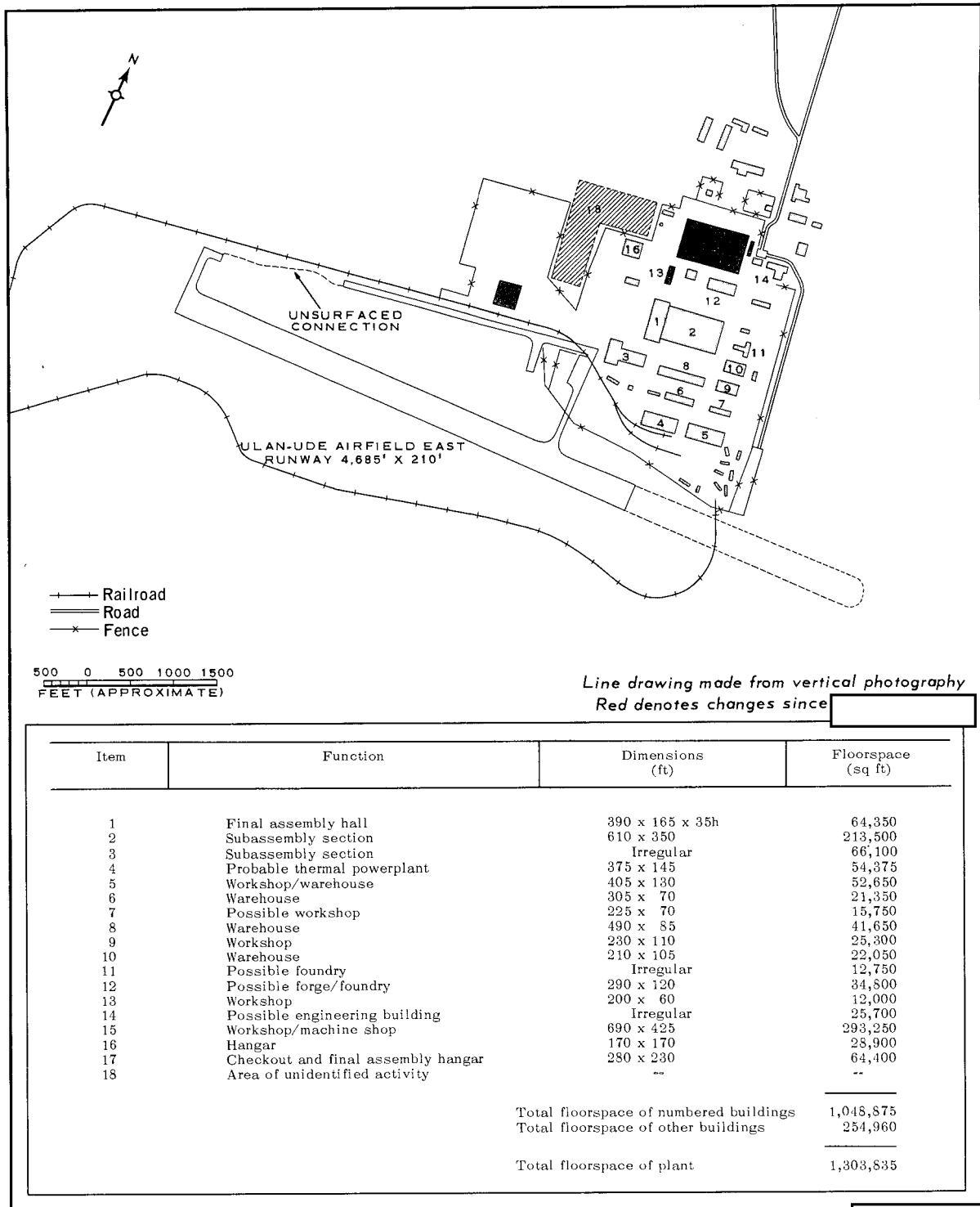


FIGURE 3. LAYOUT OF ULAN-UDE AIRFRAME PLANT NO 99.

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REFERENCES

PHOTOGRAPHY

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MAPS OR CHARTS

SAC. US Air Target Chart, Series 200, Sheet 0201-1HL, 2d ed, Jul 62, scale 1:200,000 (SECRET)

REQUIREMENT

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